









## HONGKONG GENERAL CHAMBER OF COMMERCE.

## THE NEW TERRITORY AND THE CUSTOMS.

We have received the following correspondence for publication:

Hongkong General Chamber of Commerce.

Hongkong, 21st April, 1899.

Sir,—In view of the disturbances now taking place in the New Territory which there is good reason to believe have been engineered or assisted from Chinese territory, I am instructed to ask you to be good enough to lay before His Excellency the Governor the following opinions and suggestions of my Committee.

1.—That having regard to the fact that the new territory is obviously liable to be overrun by bandits who are either not amenable to Chinese authority or whose acts the mandarins find it convenient to ignore or disavow, it is essential to the preservation of good order in the Colony, and to consolidate our position, that the northern boundary shall be clearly defined by natural features and include within it the town of Shamshu.

2.—That recent occurrences have convincingly demonstrated the inability of the actual mischievousness of mandarin influence and furnish excellent reasons for the removal of the Chinese officials from Kowloon City, which otherwise will remain a focus of intrigue against the authority of the Hongkong Government.

3.—That the Committee would further suggest that as the suppression of these disturbances will entail a heavy outlay, it would not be unreasonable for Her Majesty's Government to demand the extension of the lease of the New Territory for a longer period than 99 years, if not the complete cession thereof.

I have the honour to be, Sir,

Your most obedient servant,

R. CHAFFERTON WILCOX, Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

Hongkong General Chamber of Commerce.

Hongkong, 21st April, 1899.

Sir,—I am instructed by the Committee of the Chamber to inquire if the Government will kindly inform the Chamber what is being done to secure the removal of the Chinese Imperial Maritime Customs to their own territory as was promised by His Excellency the Governor in the Legislative Council on the 27th February last.

I have the honour to be, Sir,

Your most obedient servant,

R. CHAFFERTON WILCOX, Secretary.

Hon. Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 25th April, 1899.

Sir,—I am directed to acknowledge the receipt of your letter of the 21st instant submitting for His Excellency the Governor's consideration certain opinions and suggestions offered by the Committee of the Chamber of Commerce respecting the new territory and to state that the views of the Committee will be represented to the Secretary of State for the Colonies.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) J. G. T. BUCKLE, P. Colonial Secretary.

The Secretary to the Hongkong General Chamber of Commerce.

Colonial Secretary's Office,

Hongkong, 25th April, 1899.

Sir,—In reply to your letter of the 21st instant requesting information as to what is being done to secure the removal of the Chinese Imperial Maritime Customs to their own territory, I am directed to state for the information of the Committee of the Chamber of Commerce that the functions of the Chinese Customs have ceased within the area of the new territory and the extended waters of the Colony.

By arrangement with Her Majesty's Government the three stations of Capsuimoon, Fotochow, and Cheungchoi are permitted to remain in the occupation of the Chinese Customs until accommodation on their new frontier has been provided, but on the 1st of October next, and on the condition that no coercive functions will be performed by them in the waters of the Colony.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) J. G. T. BUCKLE, P. Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

## LOSS OF THE "SNOWFLAKE."

We regret to say news was received here today of the loss of Mr. Sijm's handsome steam yacht, the *Kobe Hilda* of 19th inst.

The *Snowflake*, which was only lengthened and refitted a few months ago, when she was converted from a cutter into a steam yacht, left the harbour last Saturday at midnight for Miyajima.

The owner had a party of friends on board, all of whom were looking forward to the trip with undisguised pleasure. All went well until Onomichi was reached. A Japanese pilot was engaged there, but he had not proceeded far before he ran the yacht on a sandbank, where she remained for twelve hours. Luckily she sustained no injury and the voyage was resumed at 3 o'clock on Monday morning. But ill fortune was following in the yacht's wake, for at 2 p.m. the same day she ran on a reef a few miles from Miyajima and stuck fast. As soon as it was seen that there was no likelihood of getting the yacht off at once, a message was sent to a neighbouring island—about a mile off—for assistance, and during the afternoon the party was safely transferred to Miyajima. In hope of moving the boat, the ballast, etc., was moved off but it had no effect. Later on the stern sunk and by dusk that part of the vessel was completely under water. The bows alone were above water. Mr. Sijm has sent for divers and barges and hopes to raise the yacht shortly. Everybody in Kobe will rejoice to hear that he has succeeded, as the *Snowflake* was not insured. The yacht was practically in the hands of a pilot at the time the accident occurred. The mishap was engaged at Onomichi, to which town it was recommended as a man who thoroughly knew the Inland Sea. He fled from the scene of the disaster yesterday morning. We understand the Police and the Japanese generally rendered Mr. Sijm every possible assistance.

## DENMARK TAKES A HAND.

Herr Heide, director of the Danish East Asiatic Steamship Company, and of a private bank at Copenhagen, will shortly take a trip to Eastern Asia with the view of strengthening the new lines of the company. According to a good source, says the correspondent of the *Daily Mail*, he is entrusted with a confidential mission from the Danish Government—namely, to obtain a convenient harbour in China for the accommodation of the ever-growing Danish mercantile marine. The instructions given to Herr Heide have not been made public.

## THE "YAWATA MARU."

It will be remembered by our readers that the Nippon Yusen Kaisha have recently put three new boats on their Australian line, viz., the *Kanagawa Maru*, the *Yamato Maru*, and the *Yawata Maru*, all three being entirely new boats built especially for the service by Messrs. R. Napier and Son, at Govan, Scotland. By the courtesy of Captain Moses and the management of the Nippon Yusen Kaisha we were enabled to inspect the last named ship.

These fine steamers have been built under special survey to Lloyd's three-deck class and fitted in accordance with British Board of Trade rules. They are built throughout of the finest steel, the general dimensions being: length 375 ft. between perpendiculars, or over 400 feet overall; breadth 41 ft.; depth 27 ft. 8 in.; with a top-gallion forecastle, long bridge, full-rigged masts, and a double bottom for water ballast.

So much for the general description, which does not distinguish these boats very much from the usual run of mail steamers, as it is only when we come to the details that we have been so carefully attended to for the passenger's comfort that we see the superiority of these vessels over all competitors. To start with the safety of the vessel, both when at sea and in going in or coming out of harbour. On the bridge directly in view of the officer on watch is a new patent compass, which tells of the wind and side lights are in, and if one happens to go out, a bell immediately rings and an indicator shows the faulty lamp so that it can be repaired at once. By means of the telegraph communication is maintained from the bridge to all parts of the vessel, not only the engine room, but right aft as well, where an officer is stationed when entering or leaving harbours, and in case the steam steering gear should by any chance get out of action, hand gear is always kept in readiness. Eight life boats are carried, four of which are of the latest steel type, capable of holding the entire crew and passengers, besides being fitted with sails and other requirements. The senior officers both on the Navigating and Engineer staff have to have exceptionally good British and Japanese certificates before they are entrusted with the care of these magnificent and costly vessels. Besides all these precautions for passengers' safety, over every bunk, quite ready to hand, are placed life belts.

Although safety has been the chief object comfort takes a very good second, the first class dining saloon is situated on the upper deck forward of the engines, fitted with light oak furniture, the end portions of the saloon are covered with a soft and beautifully upholstered with blue plush and contains a broadwood piano, a library of 180 books as well as cards, chess, and other games. There are four electric fans to keep the rooms cool when in hot climates and two steam heaters when colder climates are reached. The cabins accommodate two in each berth and are fitted with wash stands, electric light, oil lamps if required, and are in communication with the steward's quarters. The menu is most liberal, fresh provisions being carried in specially designed refrigerating rooms. The second class accommodation is right aft, in a comfortable and elegant compartment very favourably with the first, while the stateroom, which is between decks, also seems to have received due attention. Smoking rooms are provided for each class and a well stocked bar supplies the passenger's wants at very moderate prices.

The engines are triple expansion, the high pressure cylinder 29 inches diameter, intermediate 48 in. and the low pressure 79 in. having a stroke of 54 in., working at 185 lbs. steam pressure develops 35,000 indicated horse power, which can drive the vessel through the water comfortably at the rate of 17 knots an hour. All the different parts of the engine are duplicated, so that in case of a breakdown a new piece can be inserted without causing delay. As might be gathered, the electrical arrangements are most complete and only want of space prevents us from giving a full report of them. Arrangements are also made by means of three ventilating machines to force fresh air throughout the vessel or to any compartment where it is required. The refrigerating machinery and cold storage rooms have received most careful attention, but the sight of snow and ice reminded our representative so much of home that he was obliged to leave in a hurry on account of homesickness.

Last but not least we must mention the courtesy of the officers and passengers' comfort seemed to be their own aim in life and with the help of a most intelligent Japanese staff, there is no doubt they will achieve that success they so worthily deserve.

## THE "SHINONOME."

It is said that the condition of the new torpedo-destroyer *Shinonome* did not prove at all satisfactory. She came out in charge of an English crew and reached Yokosuka at 5 a.m. on the 15th instant, but the Japanese Naval Authorities hesitated to take delivery of her, finding she had been treated very badly on the way out. We learn this from the *Fiji Shimpu*. The statement is couched in mysterious language. Reference is made to a bad time being had by the vessel between Hongkong and Yokosuka, as proving that she had sustained some damage, and naval experts are reported to have come to the conclusion that it is bad policy to have ships brought out by foreign crews, since they take no real interest in the vessel's condition. A strange notion, in our opinion. Any competent Englishman—and assuredly only a competent man would be chosen for such a purpose—can be relied on to bestow the best possible treatment on a ship entrusted to his care, while she belongs to his own country or to a foreign State. If there has been an exception in the case of the *Shinonome*, it is an exception that is all that need be said. The Japanese may certainly claim to be the most fastidious people in the world if they are not content with British seamen's management and care of vessels. Probably the *Fiji Shimpu*'s version of this affair is greatly deficient in accuracy. —*Japan Mail*.

## NEWS FROM OEBU.

Everything very quiet. Native policemen very courteous to Americans, and the expected trouble of last week has blown over, but the soldiers are still closely confined to quarters. A drunken soldier created a little excitement last night by firing a shot which went between the legs of Mr. Sideman, the English Consul here and manager for Smith, Bell & Co. No damage was done. The insurgent band serenaded Col. Hamer at Headquarters Sunday evening. Mail arrived from Manila and the States Saturday and today. The U. S. S. *Petrel* sailed for Manila Saturday. The *Concord* arrived here the same day, but left for Hilo again Sunday morning. No telegraphic connection with Hilo has as yet been established. —*Manila Times*.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

Before the Hon. W. M. Goodman (Acting Chief Justice.)

April 26th.

## CLAIM AGAINST A COMPADRORE.

Cheung Han Tin, compadore to Messrs. Meyer and Co., was sued by a single woman named Tui Chan Shi, of 11, Wellington Street, who sought to recover \$800, money lent.

Mr. Robinson (instructed by Messrs. Mounsey and Brutton) appeared for plaintiff, and Mr. Slade (instructed by Messrs. Deacon and Hastings) for defendant.

The case for plaintiff was that on or about January 7th, 1895, she lent defendant's wife, who was separated from her husband \$800, for necessities. The sum was repayable on demand, with interest at the rate of 8 per cent. per Chinese month. Interest on the total sum to the amount of \$160 had been paid, leaving a balance of \$640 due for interest. Mr. Robinson was proceeding to address the Court on the legal aspect of the question when

His Lordship remarked that he thought he was at one with him as to the law, but suggested that an endeavour should be made to come to some agreement.

After some argument the evidence was proceeded with, and the case was adjourned until to-morrow.

## THE FIRE ON THE "SUEVIA."

Singapore, 17th April.

The German steamer *Suevia*, whose cargo in the forehold was burning when we went to press on Saturday afternoon, is still lying at Tanjong Pagar. Throughout Saturday afternoon water was poured in large quantities over the cargo which was shifted by a large gang of coolies. By six o'clock in the evening the scowling of the fire among the bales of Manila hemp was arrested. Yesterday the damaged bales, of which there were a large number, were all removed from the hold. It is supposed that the fire arose through the bales rubbing one against the other and so causing ignition. The *Suevia* will remain in port for some days.—*Strait Times*.

## THE MURDER OF COLONEL LE MARCHANT.

Private advices from Peshawar give the following particulars of Colonel Le Marchant's death. It occurred at the garrison sports. The Colonel came out of the mess tent to see a subaltern of his regiment saddle and mount the Colonel's pony when, from behind a tree half-a-dozen yards off, the fatal shot was fired, and the Colonel fell dead. The assassin threw down his pistol and with an accomplice bolted, but the soldiers who swarmed on the race-course started in pursuit and captured the pair and gave the real culprit a rough time of it. He was next day hanged under a formal trial. It is needless to state that a feeling of intense indignation prevails at Peshawar at these frequently occurring outrages.

The opinion of the leaders of the Mohammedan tribes is that, if this had been a case of true Galilism, the perpetrator would not have run away, but would have surrendered as his object would be to stake his life. The Peshawar police arrangements have long been under criticism. The chief inspector of police in charge of the city is a Hindu, and may not be quite in touch with his surroundings. —*Pining Gazette*.

## BOARD OF CLAIMS ESTABLISHED IN THE PHILIPPINES.

A board has been formed whose function will be to determine and pass upon claims for damage, impressed property and others of a similar nature, incident to the military operations in the Philippine Islands. It is a considerable property was destroyed at the outbreak of the war, and the American troops and General Miller and claims of all descriptions from all nationalities have been filed in various stages of completeness. On March 20th a circular letter was drawn up setting forth the position of the United States Government in regard to these claims and calling for more complete proof of ownership and definite specification of the origin of the destruction, whether by American or insurgent forces.

This board is specially designed to examine the validity of such claims and adjust matters as soon as found expedient. The members are: Gen. Crowder, President; Major Cantowien and Oregon Vols, Captain Green, 20th U. S. Infantry and Captain Ballance, 22nd U. S. Infantry.—*Manila Times*.

## CANADA AND THE STATES.

Sir Richard Cartwright, the Canadian Minister of Trade and Finance, has given his view of the reason why the joint Anglo-American High Commission failed. The first answer, he says, to the accusation that the Canadian Commissioners were prepared to concede everything for the sake of a treaty of some sort with the United States is to be found in the fact that the Canadian Commissioners during all the time made no concessions whatever, and when it was demanded by the United States which they thought could not be yielded consistently with the honour of Canada or England, they at once refused to accede to that demand. Negotiations with the United States were always hampered by the provision of the American Constitution, which required a two-thirds majority in the Senate for the ratification of a treaty.

## INDIAN CURRENCY.

The consideration of the Indian Currency Committee's report will be begun after the Easter Holidays, and as this will take some time the result will probably not be forthcoming until the latter part of May or the beginning of June. It is understood that several of the more important witnesses examined at recent sittings have strongly urged upon the Committee the advisability of not disturbing the present conditions in India, and among persons usually well informed there is a growing impression that this is the course which will most probably be recommended in the report. Not that the present monetary arrangements are regarded by anybody as proper for a permanent settlement; but as the stringency in the Indian money market which caused such an outcry twelve months ago is absent this year, it is thought that in view of the serious issues involved the Committee will counsel patience and prudence, so that the results of the present experiment and the lessons taught by them may be more fully ascertained. Such a course would also give time for a fuller consideration of the more practical remedies put before the Committee.

## NOTANDA.

## CALENDAR.

Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.958  
Thermometer ..... 69.7  
Humidity ..... 86.0  
Rainfall ..... 7.58

## TO-DAY.

WEATHER REPORT. On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 30.03 29.96  
Thermometer ..... 73 72  
Humidity ..... 67 74  
Rainfall ..... —

## TO-DAY.

Wednesday, 26th April, 1899.

Chinese—17th of 3rd moon of 25th year of Kwang-shi.  
Sun—Rises ..... 6hr. 0min.  
Sets ..... 5hr. 55min.  
High water—Morning ..... 5hr. 20min.  
Afternoon ..... 5hr. 50min.  
Low water—Morning ..... 5hr. 30min.  
Afternoon ..... 5hr. 37min.

## ANNIVERSARIES.

1796—The second Dutch Embassy arrived at Canton.  
1843—Burglary at Government House, Hongkong.  
1882—National Exhibition at Bangkok opened by the King of Siam.  
1884—Foundation stone of Queen's College, Hongkong, laid.  
1896—Four principals of the Reform Committee sentenced to death at Pretoria.  
1897—Battle of Tynamos.

## TO-MORROW.

Thursday, 27th April, 1899.

Chinese—18th of 3rd moon of 25th year of Kwang-shi.  
Sun—Rises ..... 6hr. 0min.  
Sets ..... 5hr. 55min.  
High water—Morning ..... 5hr. 20min.  
Afternoon ..... 5hr. 50min.  
Low water—Morning ..... 5hr. 30min.  
Afternoon ..... 5hr. 37min.

## ANNIVERSARIES.

1521—Magellan killed on Magtan Island, Philippine Isles.  
1565—Miguel Lopez landed in Cebu.  
1876—Mr. W. H. Forbes' yacht fired upon at Macao by Portuguese soldiers.  
1880—Hongkong Polo Club established.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

English (*Parramatta*) 28th inst.  
Goidian (*Catherine Aker*) 1st prox.  
German (*Prinzess*) 1st prox.  
Canadian (*Empress of Japan*) 8th prox.  
American (*Nippon Maru*) 10th prox.  
American (*City of Rio de Janeiro*) 18th prox.

The Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Catharine Aker* from Calcutta, left Singapore for this port yesterday afternoon, the 25th instant.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* ..... " "  
*Henry Pailing* ..... " "  
*Haling* ..... " "  
*Irene* ..... " "  
*Hongkong Maru* ..... " "  
*China* ..... " "  
*D. Juan d'Austria* ..... Cosmopolitan  
*Katsuyama Maru* ..... " "  
*Holtenoller* ..... " "

## PASSED THE CANAL.

Outward—28th March—*Heddelberg*, 5th April—*Benlavers*, *Vindobona*, *Kunsang*, *Siberia*, *Telena*, 7th April—*Broadwayne*, *Goodwin*, 11th April—*Hergen*, *Cordigan*, 14th April—*Indrapura*, *Kintuck*, *Laos*, *Bamberg*, *Idomenus*, *Palatinia*, 18th April—*Glenloch*, *Habitat*, *Kenmore*, 21st April—*Japan*, *Baynton*, *Turkin*.  
Homeward—21st April—*Bayern*, *Caledonian*, *Trieste*.

## THEORY OF THE FLAMING SWORD.

"Ah, talk of blessings! What a blessing is digestion! To digest, do you know what it means? It is to have the sun always shining and the shade always ready for you. It is to be met by smiles and greeted with kisses. It is to hear sweet sounds, to sleep with pleasant dreams, to be touched ever by gentle, soft, cool hands. It is to be in Paradise."

"The cause of all our indignation upon the earth and it was called a flange. All the evil comes from this. Macbeth could not sleep; it was the supper, not the murder. His wife talked and talked; it was the supper again. Milton had a bad digestion, and Carlyle must have had the worst digestion in the world. Ah! to digest is to be happy!"

"That is a good idea that strikes you, for a burst of eloquence? I quote from Trollope. If there is anything wrong about the theory you must hold him responsible. As for its physiology and pathology (judicious all these "digests") I can answer for the correctness of these words. And so on millions of people besides me. They speak of the cause of indignation continually in every language; they grow and write under it in every land and climate."

"For many years," says one of this innumerable army of martyrs, "I was obliged to bear as best I could the torments of indigestion. My appetite was practically destroyed. I ate, of course, because one must eat or die! but after meals I had great pain at the chest and around the ribs."

Sleep almost forsook my pillow, and naturally I was tired and exhausted. Sometimes better and then worse, but never free from pain and illness. I lived no life, but was a mere husk of getting well. It is hardly necessary to say that I had medical treatment, yet no real benefit resulted from it. Happily at this time Mother Selig's Syrup was brought to my notice, and so strongly commended that I laid aside other medicines, which were doing me no good, and began using this one only.

In a short time I realised a great improvement; food agreed with me and I gained strength. A little later—continuing to take the Syrup regularly as directed—the pains at the stomach, sides and chest wholly ceased, and I have not felt them since. My indigestion was cured at last, and I enjoyed the blessing of health. My wife, who suffered severely from rheumatism, has been relieved by Mother Selig's Syrup as by nothing else she ever tried. In gratitude I give you full permission to publish my letter should you desire." (Signed) Mrs. Ann Barker, Field Lane, Druggists, Ware, Herts, Oct. 7th 1898.

It was a fortunate circumstance that one day who had a personal talk with Mr. Smith, the butcher at Tinsdell. He told the lady that in his opinion if she went on suffering from indigestion and asthma (one of its consequences) it would be because she neglected to use Mother Selig's Syrup.

"And," said Mr. Smith, "I speak from knowledge." She had been ill with this abominable ailment for many years, and had spent time and money in unavailing efforts to obtain relief.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Robson, will be despatched for the above ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 26th April, 1899. [567a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KONE (DIRECT).

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th April, 1899. [559a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG."

Captain Dodd, will be despatched as above on FRIDAY, the 28th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899. [560a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIDSURU MARU."

Captain S. Nagata, will be despatched for the above ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1899. [441a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW AND TAIWANFOO.

THE Company's Steamship

"ICHANG."

Captain Derby, will be despatched as above on MONDAY, the 1st May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1899. [568a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Bradley, will be despatched as above on TUESDAY, the 2nd May, at 1 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th April, 1899. [570a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on TUESDAY, the 2nd May, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.



## Announcements.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



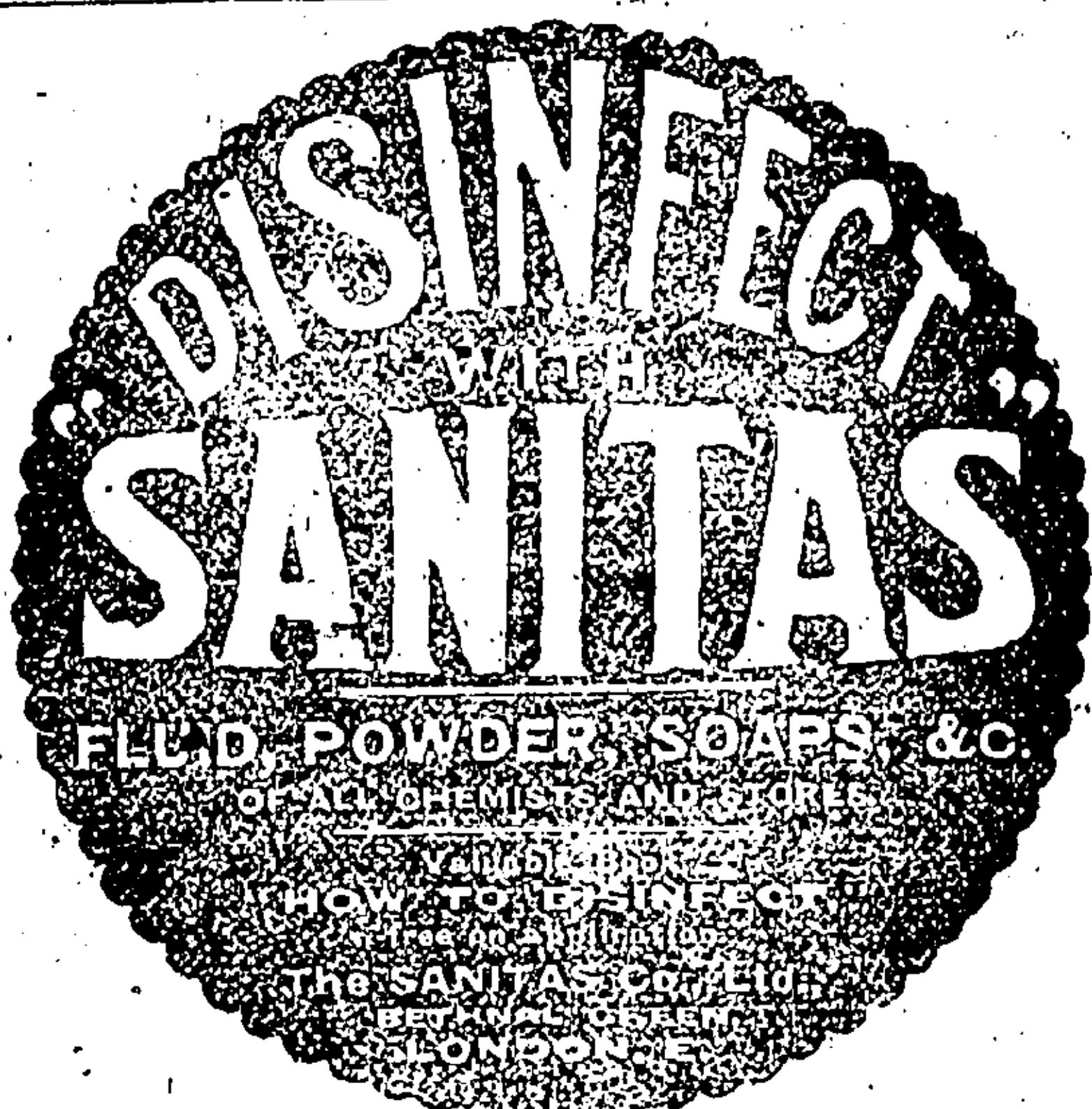
## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 28th April, at 4 P.M.
SANUKI MARU	YOKOHAMA DIRECT	Sunday, 30th April, at 4 P.M.
KINSHI MARU	SEATTLE, WASH., U.S.A., via Kobe, Yokohama, Victoria, B.C.	Thursday, 4th May, at 4 P.M.
TAMBA MARU	MARSHALL ISLANDS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	Thursday, 4th May, at 4 P.M.
BINGO MARU	Kobe and YOKOHAMA	Thursday, 4th May, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, via SINGAPORE, AMOY, SHANGHAI, CHEFOO, CHIAO, and NAGASAKI	Thursday, 11th May, at 4 P.M.
MIKE MARU	Kobe and YOKOHAMA	Saturday, 13th May, at 4 P.M.
RAGOSHIMA MARU	HONOLULU, via SINGAPORE and COLOMBO	Tuesday, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Hongkong, 25th April, 1899.



**SETTING UP OF DISTILLERIES**  
Rice—Corn—Sugar-cane, etc.  
— PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS —  
SETTING UP OF  
Liquors Factories—Preserves Factories  
Laboratories of Druggists—Essences Factories  
**STEAM KITCHENS**  
ECROT & GRANGE, rue Mathis, PARIS  
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

## A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA,"  
are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

No Fire Insurance has been effected.  
J. S. VAN BUREN,  
Agent.

Hongkong, 24th April, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Manager.

Hongkong, 25th April, 1899.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAUHTENS GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DANIEL'S PATENT MOTOR  
LAUNCHES, &c., &c.Sole agents for  
FERGUSON'S SPECIAL CREAMand  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCKAT  
REASONABLE PRICES.

Hongkong, 14th May, 1899.

Hotel.

WINDSOR HOTEL,

HONGKONG.

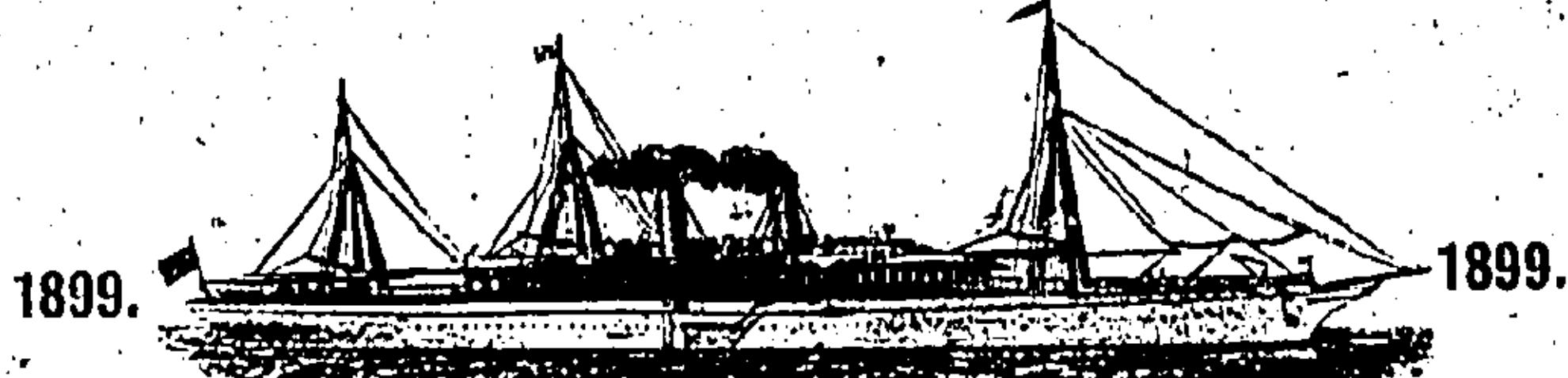
THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.  
Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,  
Proprietor & Manager.

Hongkong, 25th April, 1899.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 26th April, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

## THE Steamship

## "NIPPON MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

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## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

## Agencies—

Milki Coal Mines.

Onimura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatani Cotton Spinning Mill, Japan.

The Milke Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1899.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

## "BALLAARAT"

Captain G. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 29th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. KITCHIE,  
Superintendent.

Hongkong, 15th April, 1899.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.

## FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,811 | A. Dixon... May 13.  
Glenora... 1,375 | J. McGillivray... May 30.  
Glyntha... 1,287 | J. Truebridge... June 17.  
Victoria... 1,352 | J. Pantan... July 4.

ALSO

## FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 1,274 | W.A. Evans | May 6.  
Lennox... 1,677 | Williamson | June 3.  
Columbia... 1,276 | N. Moncur | July 8.  
Monmouthshire... 1,274 | W.A. Evans | July 22.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 25th April, 1899.

## FOR SAN FRANCISCO.

THE 100 A1 British Bark.

"QUEEN MARGARET,"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN TOMES & CO.,  
General Agents.

Hongkong, 16th March, 1899.

## Mails.

NORDDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAVOIA	HAVRE and HAMBURG.	About 2nd May.
Jäger	(LONDON with transshipment in HAMBURG)	May.
HEIDELBERG	HAVRE and HAMBURG.	About 25th May.
Schiller	(LONDON with transshipment in HAMBURG)	May.
KONIGSBERG	HAVRE and HAMBURG.	About 30th May.
Christiansen	(LONDON with transshipment in HAMBURG)	May.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,  
Agents.

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CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHAFESON TOPEKA & SANTA  
FE RAILROAD CO.

## PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO

AND SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City... 1,302 | about | May 1.  
Shantung... 1,287 | about | May 20.  
Belgian King... 1,379 | about | June 20.  
Carnarvonshire... 1,299 | about | July 20.

THE Steamship

## "CARLISLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 1st May, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 11th April, 1899.

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

## THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT

BLACK SEA AND BALTIC PORTS

ALSO

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, and SOUTH AMERICAN  
PORTS.